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	PAGES_	ENCLOSURES (NO. & TYPE)					
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min	old Valley Control				are was .		
25X1							
25X1	SOURCE						
	l.	Every day during the period from 22 Januar	ry to 3 February 1953,	3 to 6 M-2s 3ock			
•		off from Schoenefeld airfield in the afternoon, Four to 7 Li-2s and 3 b	and 3 to 5	14-2s landed there	25X1		
25X1		two Li-2s landed	at the field and taxie	d to the Dispanse	ACE:		
		area where they were covered with tarpaul:	ins and parked about 10	O meters north of			
25 ×1		building %0 23. On 31 January, landings w	by 1 La-2	All the planes	25X1 25X1		
		texted to the Dispenses area where they we lended on 26 January. They were arranged :	in two rows of four pla	nes each. Further			
		landings were made by 9 li-2s where they were covered with tarpaulins at	which also ta	mied to Dispenses	25X1		
		of hardstand 28.	no parked in one row in	the grass morth			
	2.	Training flights were made by 1 biplans		The	25X1		
		plane practiced taking off and landing.		21			
		plane practiced taking off and landing. there was air activity by two Li-2s in extended of and landed in this formation. A	hiplane was also observ	eq branes Lapsaredia	25X1		
25X1					_		
	3.	Between 22 and 25 January, no aircraft we					
		January, the above mentioned planes were whether aircraft were parked in the hange		not determine	25X		
	40	On 24 January, three boxcars with EM and	anuinment were shunted	to the rame next			
		to building No 40 for unloading. The EM w	ere quartered in the bu	ildings 41 and 41a			
		which had been vacated by soldiers wearing personnel had moved to the southern wing					
		equipment was stored in the cellar of bui	ding No 63. On 24 Janu	ary, there was a	2		
		meeting in which a sorgeant and 52 RM par were quartered in the buildings 41 and 41			22		
0574		ranking from lieutenent to colonel arrive	d at the field.		25X1		
25X1		Illuently and that the officers were surpr	some of the officers sp				
٠.		the field. The officers said that no German	ans were employed at th	eir last station.			
÷ .		On 29 January, six boxears were unloaded arrived there. The newly arrived officers					
		building No 58, a three story structure,			t.s e		
		GEODETH .	44	\neg			
1		CLASSIFICATION SECRETA		I	25X1		

5. In late January, it was rumored that Schoenefeld airfield was to be used for military purposes only and that the civil aircraft were to be transferred to Strausberg. ²			SECRET.	25
7. Most of the soldiers who arrived at the field between 24 and 28 Jarvary wore blue engalets and were quartered in buildings on the southern edge of the field. 8. were also occupied since the billets were not large enough. It was runored smong the German personnel that the field was to be used as military airfield only. 8. Waltersdorfer-Gunzel and Gruenberger roads, which extend from Gruenau to Schoensfeld airfield were ordered by W men to go into their cellars. Shortly afterwards, sounds were heard apparently from heavy motor vehicles which rolled on the road. After about helf an hour, the residents were allowed to return to their dwellings, wide wheel tracks, but not such which would originate from track-laying whiches, extended along the middle of the road. 1. Comment. The information on the 17 Id-2s which landed between 26 and 31 January and were separately parked at the field and the observation that 28 and equipment were unloaded from railroad cars on 24 and 29 January are probably connected with Comment (4) of and the car transport regiment from Brandis to Schoenefeld airfield was started. 2. Comment. If the air transport regiment was actually transferred to Schoenefeld it appears probable that civil air traffic was separated from			*	7
for military purposes only and that the civil aircraft were to be transferred to Strausberg. 2 7. Most of the soldiers who arrived at the field between 24 and 28 January were blue scallets and were quartered in buildings on the southern edge of the field. were also occupied since the billets were not large enough. 1 It was rumored smong the German personnel that the field was to be used as military airfield only. 8. Like occupants of the buildings on Waltersdorfer-Gunzel and Gruenberger roads, which extend from Gruenau to Schoensfeld airfield were ordered by VP men to go into their cellars. Shortly afterwards, sounds were heard apparently from heavy motor vehicles which rolled on the road. After about half an hour, the residents vere allowed to return to their dwellings. Wide wheel tracks, but not such which would originate from track-laying wehicles, extended along the middle of the road. 1. Comment. The information on the 17 Li-2s which landed between a6 and 31 January and were separately parked at the field and the observation that EM and equipment were unloaded from railroad cars on 24 and 29 January sens probably connected with Comment (4) of			2	
7. Most of the soldiers who arrived at the field between 24 and 28 January were blue spaulets and were quartered in buildings on the southern edge of the field. Shods and cellars Shods and cellars Shods and cellars 2		5.	for military purposes only and that the civil aircraft were to be	
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wore blue spaulets and were quartered in buildings on the southern edge of the field. were also occupied since the billets were not large enough. It was rumored among the German personnel that the field was to be used as military airfield only. 8.				
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